



359 Kent Street, 436 and 444 MacLaren Street, Ottawa

Planning Rationale and Design Brief
Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit Applications
September 7, 2021



Prepared for 359 Kent Street Ltd.

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1.0 Introduction

Fotenn Planning + Design has been retained by 359 Kent Street Ltd. to prepare this Planning Rationale and Design Brief in support of Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit Applications to facilitate the proposed development on the lands municipally known as 359 Kent Street; 436 and 444 MacLaren Street in the City of Ottawa.

The proposed development consists of a 34-storey high-rise mixed-use building that features an (8) storey podium along Gilmour Street and retains and integrates two existing detached dwellings along MacLaren Street into the proposed redevelopment. A total of 405 dwelling units are proposed in the two towers with 332 proposed underground parking spaces and 409 bicycle parking spaces.

1.1 Required Applications

To facilitate the proposed development, Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit Applications are being submitted.

A site-specific Official Plan Amendment (OPA) is proposed to the Centretown Secondary Plan. The OPA would amend specific provisions of the Landmark Building policies in Section 3.9.5.5 to recognize the proposed building height of 34 storeys and permit office use within the three (3) storey podium.

The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property “General Mixed Use Zone, Exception XXXX, Schedule YYY (GM[XXXX] S(YYY))”. A new site-specific zoning schedule will establish permitted building heights and required setbacks while the site-specific exception will provide the necessary relief from specific provisions of the current zone as discussed below.

1.2 Public Consultation Strategy

Pursuant to the City’s Public Notification and Consultation Policy, the above noted applications will follow the Council-approved procedures for notification and consultation. Further, as per Section 3.9.5.5 of the Centretown Secondary Plan, the following formal and rigorous application and review process will be brought to an upcoming meeting of Planning Committee and Council.

Generally, the events described are anticipated to occur in order as listed.

1. Pre-Application Consultation Meeting

- The pre-application process which has been previously completed provided the opportunity for Staff, members of the Community Association, and the Project Team to discuss the proposal and to exchange information on development considerations early in the planning process. The pre-application consultation meeting included a review of land use policies and guidelines, zoning information, public consultation, transportation and engineering requirements, and other issues. Importantly, the Centretown Secondary Plan policies regarding “Landmark Buildings” were discussed in detail. Representatives of the Centretown Citizens Community Association were also in attendance to discuss the proposal and provide feedback to the project team.

2. Kick-Off Meeting with Ward Councillor

- Taggart will coordinate a meeting prior to submission of the application with Councillor McKenney to introduce them to the proposed development and discuss the various aspects of the development.

3. Submit Application

- Once formally submitted, the application will be subject to the established and statutory public notification and consultation process which includes signage on the subject property as well as opportunities to submit comment via the City Development Applications webpage or directly to the City Planner assigned to this file.

4. Project Website/ Feedback Forms

- A webpage will be created to provide information and feedback opportunities to the public. The website will be the hub of all the most current public information related to the project. It will also provide a contact email address for residents and business owners to provide input.
- It is anticipated that not everyone from the community will have the time to participate in the formal consultation activities – public consultation meeting. To support inclusivity, feedback forms in both online and printed versions will be made available throughout the consultation period to collect ideas, suggestions, and comments. This allows for members of the community to participate during a time when it is most convenient for them.

5. Special Design Review Panel (SDRP) Workshop 1

- Consistent with the Landmark Building policies of the Secondary Plan, the proposed development will be reviewed by a special sub-committee of the City's Urban Design Review Panel (UDRP).
- The first of the meetings will focus on a review of the proposal as submitted to the City and will be a collaborative workshop held virtually.

6. Public Consultation Meeting

- The first public consultation session will occur following submission of the applications and will provide an opportunity for the project team to present the conceptual plans for the site and gather initial feedback on the proposal from members of the community.
- The first engagement session is proposed as a presentation format, featuring a presentation by the Team, with multiple forms of visual media to aid in communication and understanding of the project. Following the presentation, clarification questions will be answered and then attendees will be sent into "breakout rooms" to discuss a set of questions regarding the proposed development.
- The public consultation meeting will be advertised using multiple modes of outreach to ensure the public is adequately notified of the event and their opportunities to participate (online, email, fliers etc.).
- Results of the meeting will be summarized in a consultation summary and posted on the project website for participants to review and local community members to access and comment on if they were unable to attend the initial public consultation meeting.
- Following the commenting period, a final report will be released capture all participant voices.

7. Receive and Respond to the First Round of Technical Review Comments from the City

- The technical review process conducted by City of Ottawa Staff represents a rigorous and comprehensive assessment of the submitted plans and reports. The outcome of this review is a series of comments and feedback on the various aspects of the project to ensure compliance with all relevant and required municipal, provincial, and federal regulations and requirements.
- The project team will assess the technical review comments received from Staff and provide written response and revise all materials accordingly.

8. Centretown Citizens Community Association Check-in (x2).

- Throughout the formal review process, the project team will host regular meetings/discussions with the CCCA to provide updates and receive feedback as the design and layout of this projects evolves.

9. Special Design Review Panel (SDRP) Workshop 2

- Consistent with the Landmark Building policies of the Secondary Plan, the proposed development will be reviewed by a special sub-committee of the City's Urban Design Review Panel (UDRP).

- The second meeting will be a chance for the panel to review the evolved proposal in response to the first panel meeting comments, the public feedback, and the first round of technical circulation comments. The meeting will be a collaborative workshop held virtually.

10. Second Public Consultation Meeting

- The second public consultation meeting will provide an opportunity for the project team to present the revised and updated plans for the site, identify where public input was used, and gather feedback from members of the community on the revised design. Results of the meeting will be summarized in a consultation summary and uploaded on the website.
- The second public consultation meeting will be advertised using multiple modes of media to ensure the public is adequately notified on the event and their opportunities to participate (online, email, fliers, etc.).
- Following the release of the consultation summary, a commenting period will be encouraged to allow members of the community who were unable to attend the public meeting to comment on the final design.
- Following the additional feedback window, a final consultation report will be released on the project website. This report will provide a comprehensive review of both public meetings.

11. Ward Councillor Check-in

- Prior to finalizing the plans, it is proposed that Fotenn will host a meeting with the Ward Councillor to provide an update on any revisions or alterations and to gain their feedback.

12. Receive and Respond to Second Round of Technical Review Comments from the City

- The project team will assess the technical review comments received from Staff and provide written response and revise all materials accordingly.
- Once complete, the proposal will be scheduled for a public hearing at Planning Committee.

13. Planning Committee Meeting & Heritage Committee Meeting – Statutory Public Hearing

- When ready, the application will be presented and considered at Planning Committee. This process will involve the opportunity for public delegations to present their position on the application. The project team will also attend to present the proposal and answer any questions posed by City Councillors on Planning Committee.
- The City of Ottawa Planning Committee will then make a recommendation to City Council.

14. City Council Meeting

- Ottawa City Council will ultimately consider and decide on the proposal.

Site Context and Surrounding Area

The subject property, municipally known as 359 Kent Street; 436 and 444 MacLaren Street, in the Somerset Ward of the City of Ottawa. The property comprises the entire block fronting Kent Street from Gilmour Street to the south and MacLaren Street to the north. The property has 67 metres of frontage along Kent Street, 72 metres of frontage along Gilmour Street, and 37 metres of frontage along MacLaren Street with a total combined site area of approximately 3,603 square metres. The subject property is currently improved with a mid-rise (6-storey) office building at 359 Kent, and two (2) detached dwelling converted for office uses on the properties fronting MacLaren Street.

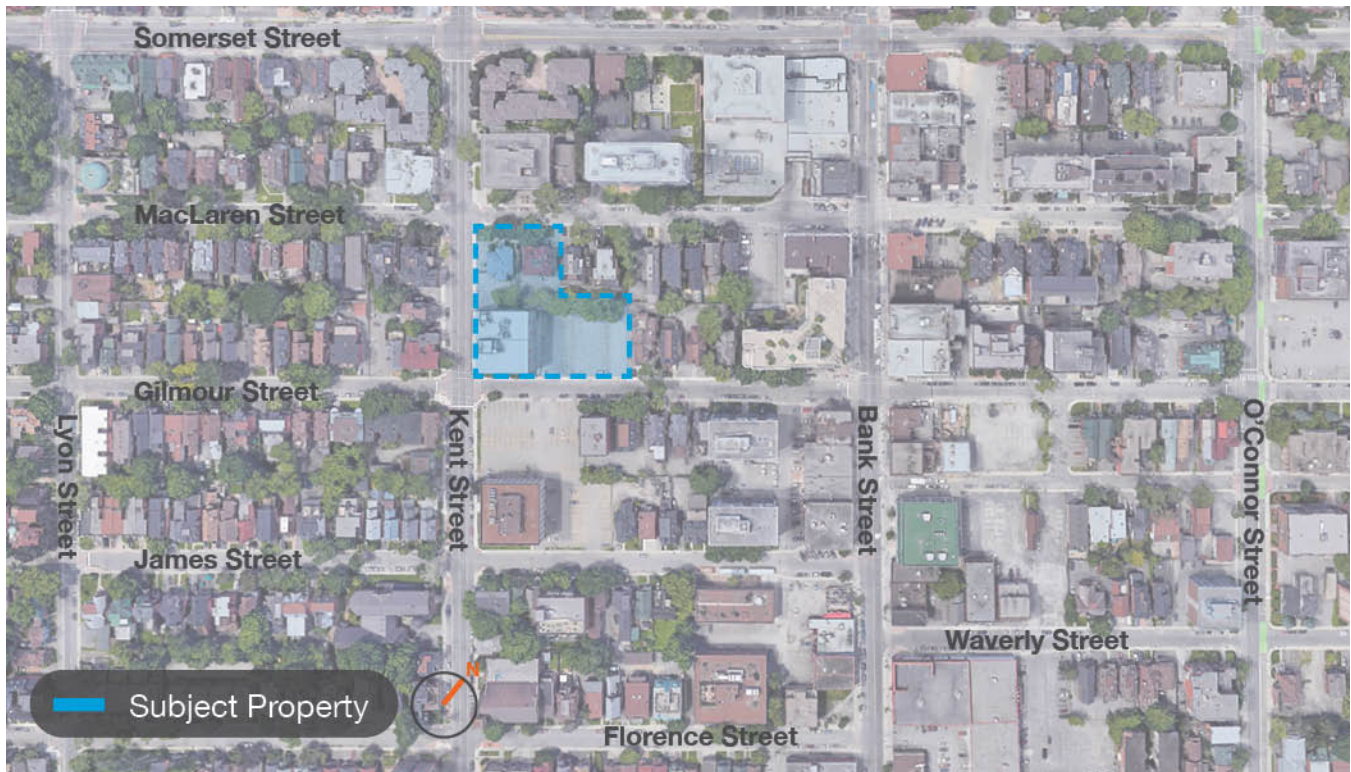


Figure 1: Aerial of the Subject Property and Surrounding Context

2.1 Surrounding Area

The subject property is located within the Centretown neighbourhood which is a large and diverse urban neighbourhood located just south of the City's downtown core, in proximity to the east-west Confederation LRT line, the Central Business District, City Hall, the Parliament Buildings, and many other key institutions, employment opportunities, amenities and services. The immediate area comprises a mix of uses and building forms and is characterized predominantly by residential and commercial uses with building heights varying from low to high-rise. The adjacent land uses can be described as follows:

North: Multiple properties directly north of the subject property along MacLaren Street are mid to high-rise apartment buildings. Further in the north-east direction the area becomes generally characterized by greater building height as the downtown area is approached. Interspersed between high-rise buildings are residential uses ranging from detached dwellings to mid-rise apartment buildings. Commercial uses are also prevalent in the area.

Further north is the downtown Central Business District which offers significant amenities, services, entertainment and employment opportunities. Approximately 820 metres north of the subject property is the entrance to Parliament Station on the Confederation Line.

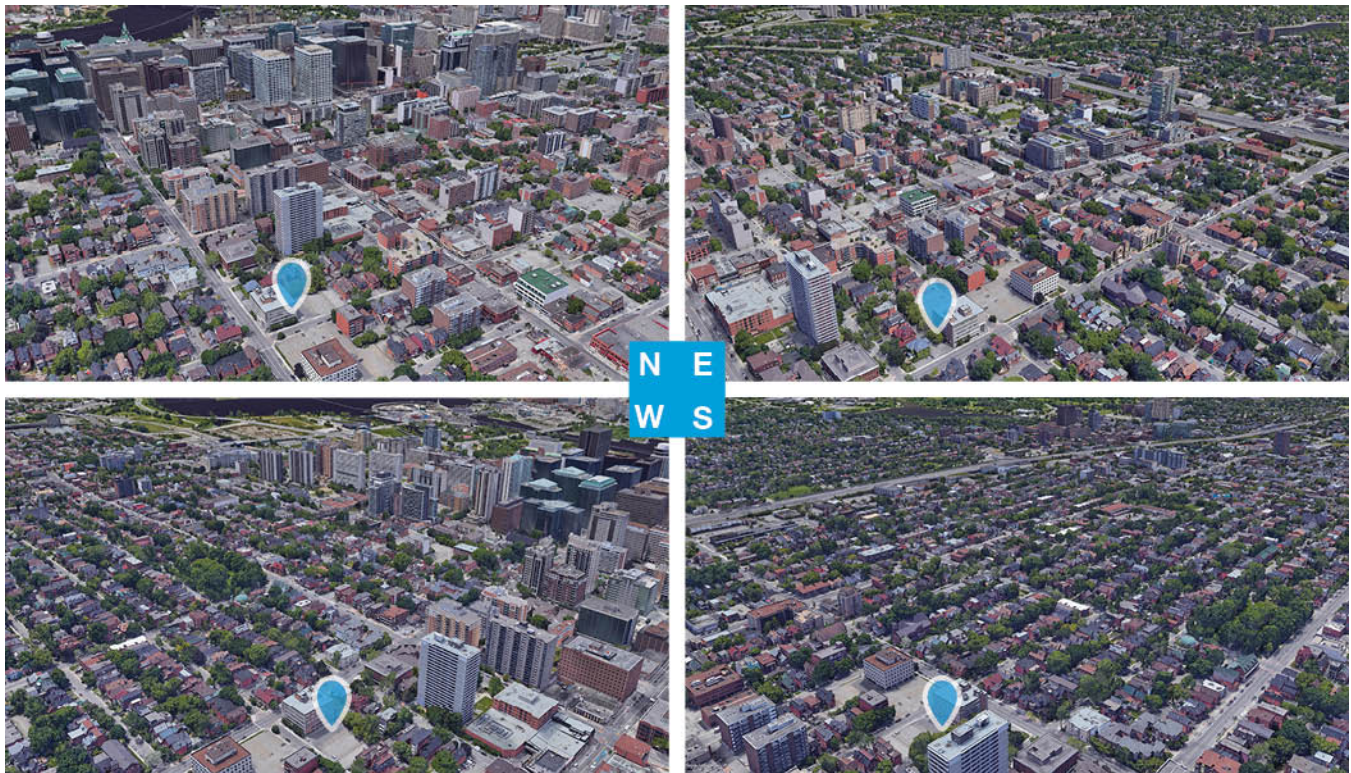


Figure 2: Area Context

East: The lands immediately east of the subject property currently contain two mid-rise apartments, detached dwellings, and two commercial properties. Further east along Gilmour and MacLaren are a mix of low, medium, and high-rise buildings containing office, commercial, and residential uses. Bank Street is located one block east of the subject property and is characterized as a vibrant commercial mainstreet with a variety of retail/commercial and mixed-use buildings with important services and amenities. Amenities on Bank Street include a grocery store, banks, and pharmacies.

South: The area south of the subject property is predominantly residential with non-residential uses generally along Kent Street, Gladstone Avenue, and McLeod Street. Low- to mid-rise buildings with a mix of uses, surface parking areas, and converted dwellings are mixed with more recent infill developments. Further south of the subject property is Glashan Public School, the Canadian Museum of Nature, the Taggart Family YMCA, and access to Highway 417.

West: To the west, the subject property fronts Kent Street which divides the Centretown area between primarily detached and semi-detached dwellings (to the west of Kent Street) and a wider mix of uses (to the east of Kent Street). Most non-residential uses can be found along Somerset Street. Other amenities to the west of the subject property include Dundonald Park, the Rideau Curling Club, multiple churches, and specialty grocery stores.

The majority of the Centretown community, including the subject property, is designated as a Heritage Conservation District under Part V of the Ontario Heritage Act.

2.2 Road Network

The subject property fronts Kent Street which is designated as an Arterial Road on Schedule F of the City of Ottawa Official Plan. The one-way street includes three northbound lanes of travel, with on-street parking available along the west side of the street. Arterial Roadways are roads that are intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists, and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

In addition to Kent Street, the subject property is also near Somerset Street West (two-way, east-west) to the north and Lyon Street (one-way southbound) to the west, and Bank Street (two-way, north-south), which are also designated as Arterial Roadways on Schedule F of the Official Plan. These Arterial Roadways connect to key destinations, and Lyon Street provides access to Highway 417 (though this access is presently closed for construction). Gilmour Street and MacLaren Street are both classified as a Local Roads on Schedule F and provide one-way eastbound and westbound transportation routes respectively. Gladstone Avenue to the south is classified as a Major Collector Roadway.

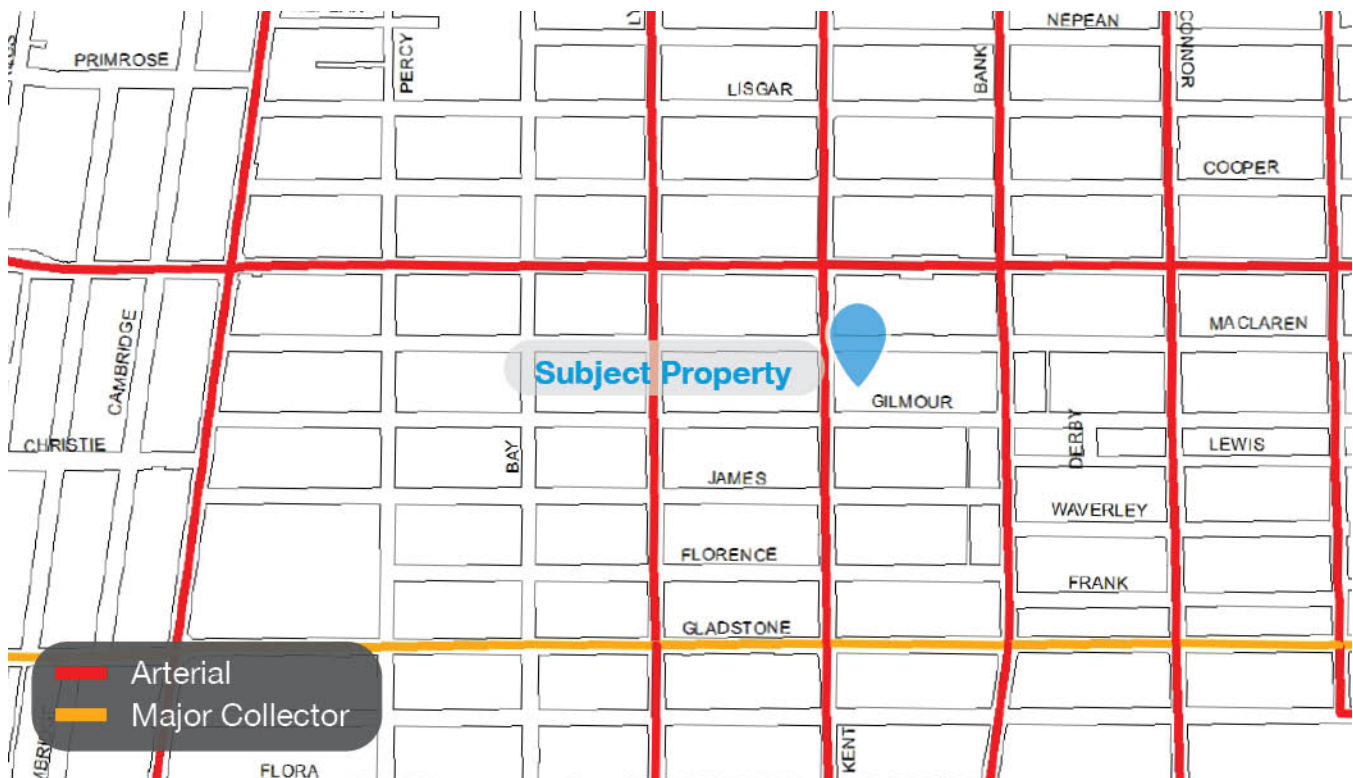


Figure 3: Schedule F – Central Area / Inner City Road network, City of Ottawa Official Plan

2.3 Transit Network

The subject property is well served by public transit options. The property is located approximately 820 metres walking distance from the nearest rapid transit station on the Confederation Line (Parliament Station). The site is also well serviced by local transit routes along Bank Street, Elgin, Somerset Street West and Gladstone Avenue, all designated as Transit Priority Corridors (Isolated Measures) on Schedule D of the Official Plan.

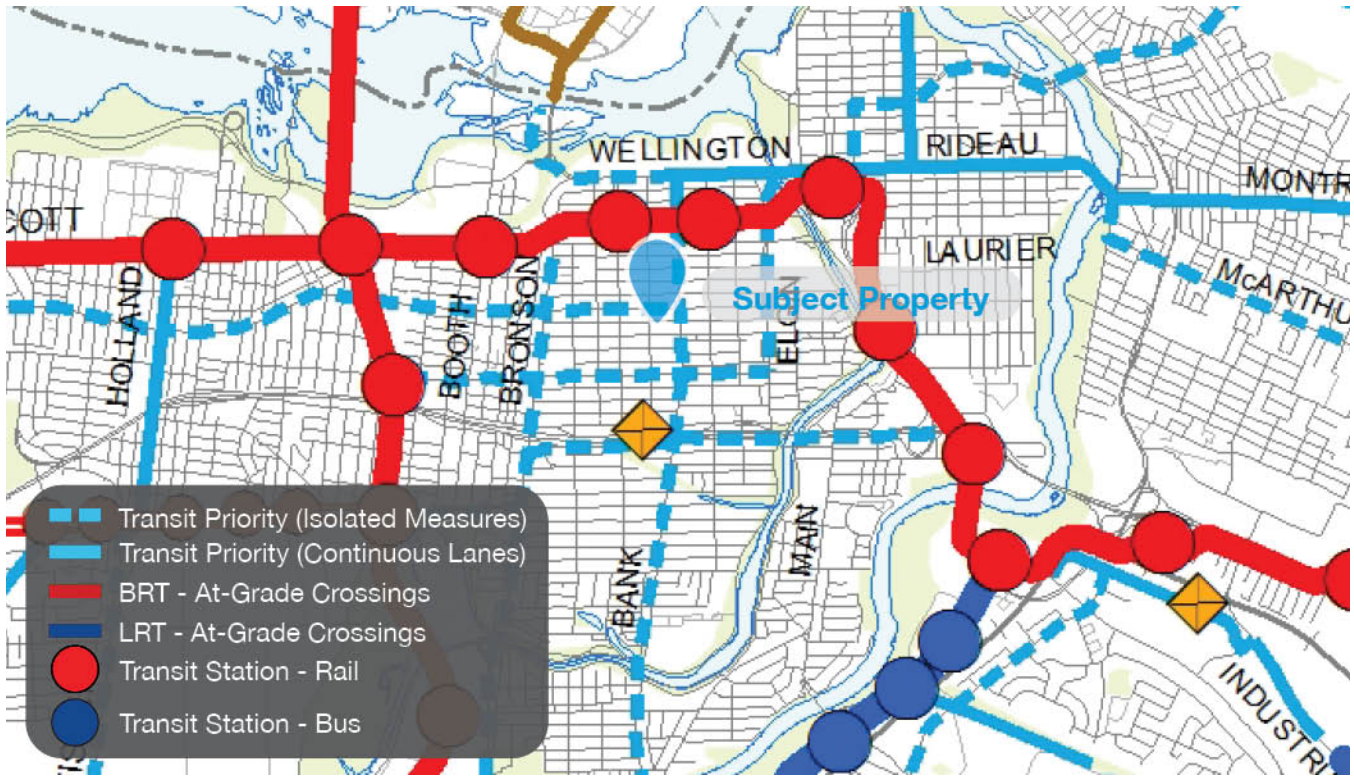


Figure 4: Schedule D – Rapid Transit Network, City of Ottawa Official Plan

2.4 Active Transportation Network

The subject property is located in proximity to multiple active transportation routes that provide connection to the greater Ottawa cycling network as classified on Schedule C of the Official Plan. Two blocks east is O'Connor Street, which is designated as a cycling spine route and cross-town bikeway providing a bi-directional bike lane on the east side of the road from Laurier Avenue to Isabella Street and continuing as on-street cycling lanes to Lansdowne Park. The north-south bikeway allows cyclists safe and comfortable access to and from the downtown core and provides increased accessibility for residents travelling from the south, as well as improving overall connectivity by intersecting with the east-west crosstown bikeway along Laurier Avenue.

The subject property is well situated for active modes of transportation and is in proximity to the Central Business District, recreational facilities, institutional uses, and service and commercial areas located along Bank Street, Elgin Street, and Somerset Street West. The site is also within a short walk of the Central Area and Downtown Core of Ottawa where many amenities, jobs, restaurants and services are located.

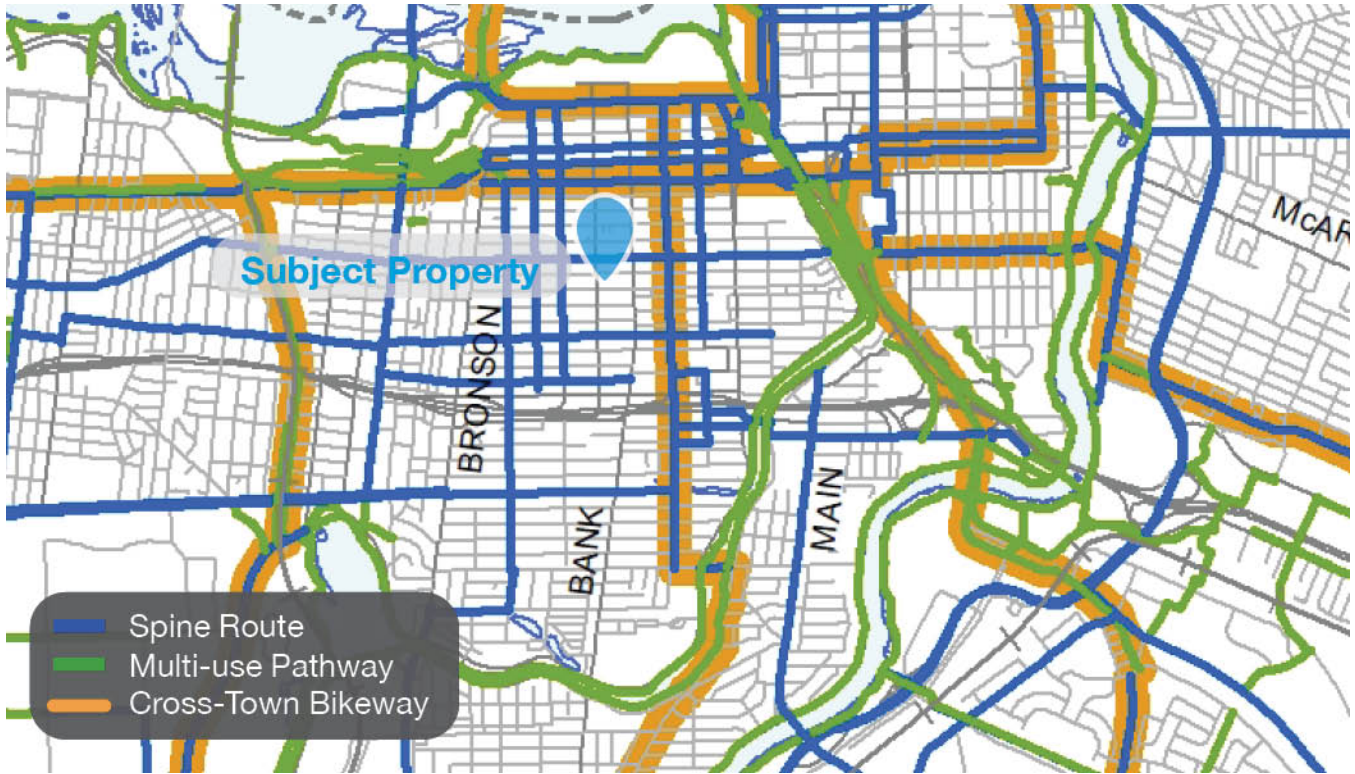


Figure 5: Schedule C – Primary Urban Cycling Network, City of Ottawa Official Plan

3.0 Proposed Development

The proposed development represents the redevelopment of the subject property with a 34-storey, high-rise residential apartment building with 26,756 square metres of gross floor area and 405 total residential units. The proposed development retains and integrates the two converted detached dwellings along MacLaren Street into the revised design and proposes to demolish the existing office building. The proposed development includes plans for a significant public institutional use within one of the retained detached dwellings along MacLaren Street. Currently, discussions with the Boys and Girls Club have been taking place as a potential user for the space. The intention is to create a significant civic use on the site. As the application progresses, Taggart will seek out important and contributing tenants that meet a need in the community or will function as an asset or draw to the building, including space for a proposed civic use such as the Ottawa Boys and Girls Club.

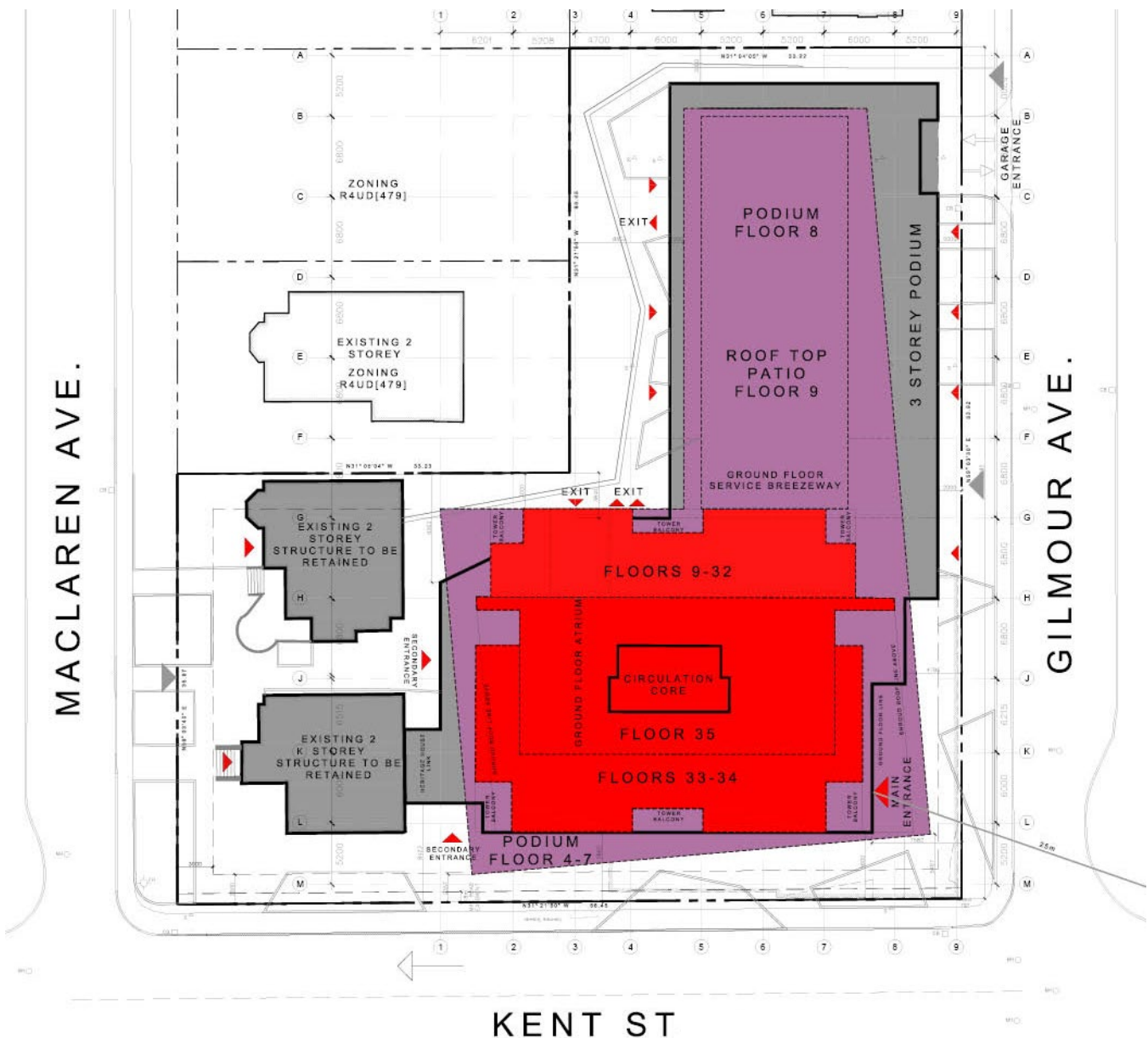


Figure 6: Proposed Site Plan

The proposed massing of the site has been oriented to the southwest corner of the site, at Gilmour and Kent. The mid-rise (8 storey) podium of the building features articulation in the form of setbacks and stepbacks along all public frontages that create an appropriate scale for the development along the street edges. The podium varies in height and steps down to a three (3) storey form along Gilmour, transitioning into generally low-rise form of the street.

The Kent Street frontage features a dramatic three (3) storey high, highly transparent form accentuated by the skewed podium (floors 4 through 7) above. The transparency of the ground floor will activate the Kent Street frontage and create a wide and comfortable sidewalk adjacent to the building. The skewed mid-rise form creates a dramatic overhang over the proposed plaza while making the building more dynamic. Because of its orientation, parts of this podium overhang over the sidewalk terraces producing more protected spaces below. The extended podium offers visual interest and coverage over the entrance to the tower. Further, the podium breaks down the mass of the buildings and creates a visual transition to the tower above. At grade, the building is setback six metres from the property line along Kent Street and two (2) metres along Gilmour Street. The proposed development contemplates the potential for office uses within the three (3) storey podium as an alternative to the shown residential uses.



Figure 7: Proposed Kent Street Frontage

The upper floors of the building have been articulated through the architecture to create a unique design with balconies surrounding the building and broken up by a vertical fin that carries all the way up the north and south facades and a break in the balconies for a distinctive cladding.

The ground floor features a range of uses. The retained converted detached dwellings are proposed to be retrofitted as space for a local organization such as the Boys and Girls Club of Ottawa, and the other converted from the existing commercial use to retail space. The retail building is proposed to be linked to the lobby and lounge area of the new building along Kent Street through a new glass link. The ground floor of the new construction features large lobby/lounge areas for residents, as well as service areas. The main entrance and lobby are in the southwest corner of

the building, fronting Gilmour Street. On Gilmour Street, a small commercial space is provided for service retail uses. Further along Gilmour Street, live/work spaces front Gilmour Street and benefit from direct access to the sidewalk.

The parking garage is accessed via a single ramp from Gilmour Street. Gilmour is a one-way street eastbound and the parking garage access is located at the far eastern edge of the site. Five (5) levels of underground parking are proposed providing a total of 332 vehicular parking spaces including 43 for visitors and 289 for residents.

Bike parking is provided at-grade and within the parking garage. A total of 409 bike parking spaces are provided through a combination of two-level (stacked) horizontal spaces and vertical spaces. An additional 200 storage lockers are provided within the underground garage for residents.

Amenity space within the tower will be provided through a combination of private balconies, indoor communal spaces, and an exterior rooftop terrace. The provided amenity spaces will be further refined through a future Site Plan Control application.

The development has been designed to break down the mass to a smaller scale, through the articulation and stepping-back from the podiums towards the high-rise tower portions. At six (6) metres in height, the ground floor area offers a comfortable sense of enclosure and positively frames the public right-of-way along Gilmour, MacLaren, and Kent Streets and the public spaces these streets abut.

The landscape for the site has been conceptualized as a highly urban form, with pockets and spaces to be explored and enjoyed by patrons of the retail spaces, and by residents. The conceptual plan submitted as part of this application provides for a robust planting program including newly planted deciduous trees framing the perimeter of the site and the public realm and within the interior of the subject property. The back of the building will be populated with tables and benches to provide additional outdoor space for the civic use, building residents, and visitors to mix. The purpose of using glazing at ground level was to create a transparent design between the breezeway and POPS to establish the corner of Kent Street and Gilmour Avenue as the 'social-heart garden' for the development and broader neighbourhood.

4.0 Design Statement

This Design Statement has been prepared by Hobin Architecture, project architect.

4.1 Historical Context

The Centertown neighbourhood, abutting Ottawa's downtown in one of the City's oldest residential suburbs. Following the construction of the Parliament buildings from 1859 to 1866, a large mostly undeveloped swat of land, primarily used for military purposes and canal construction was developed into housing for public servants and the City's up and coming commercial class. Stately homes ranging from Victorian to early Georgian periods were built and organised in a block pattern which lined the consistent street grid still present today. Heavily influenced by its proximity to Ottawa's downtown, this neighbourhood became more urban in the early 20th century. This period saw many of the red brick traditional homes converted into multi-unit residential dwellings as well the construction of purpose-built appartement buildings to house the rising population of civil servants.



Figure 8: 1928 Air Photo of Centertown

The 1960's brought a new wave of development with many blocks being demolished and replaced by new retail commercial uses, as well as offices and high density residential. Over the years, Centertown has become a melting pot of architectural styles of many eras. Today, it is a rich vibrant neighbourhood that accommodates a wide range of population, interesting landscapes, and building types.

Located in the area designated 'West of Bank Street' by The Centertown Heritage Inventory, our site, at 359 Kent Street is a great example of the diversity of buildings in the neighbourhood. Two single family pre-1915 houses sit at the corner of Kent and MacLaren abutting a 6 storey late-modernist office building to the south on the corner of Kent Street and Gilmour. By redeveloping this site, classified as a landmark, the intent is to preserve some of these important historical elements and incorporate them into the ever-evolving fabric of this neighbourhood.

4.2 Proposed Development

Because of the landmark nature of this site – the vision is to create a development that is truly iconic in the neighbourhood and the City. We would accomplish this on multiple fronts. Firstly, a pedestrian oriented corner plaza, emphasised by a dramatic four storey cantilever at the entrance at the corner of Kent Street and Gilmour. This large, mixed-use, podium would house offices, retail, and more importantly, a dedicated civic use. The intent of this development is to be able to reinvigorate an important part of Kent Street by bringing in existing members of the community, new residents, as well as office workers, to create a vibrant pedestrian-oriented space on three Centretown streets. The new podium would require the demolition of the existing six storey office building. However, we plan to retain two of the historic houses along MacLaren. The homes, one red brick and one grey stucco, would be restored to a high standard and sensitively integrated as a vital part of the podium. The intent is to give the inner-block house to a deserving community group and transform the corner house to a retail use. While the end use is not set, the developer is undertaking discussions with the Boys and Girls Club of Ottawa, as community services is an established need in the Centretown district. Both would be beautifully landscaped to create rich and intimate spaces that transition into the new development beyond.



Above the podium, a 34-storey tower, acts as the beacon for this site. Its dramatic shape not only acts as a guide to the downtown core and the Parliament Buildings from the highway, but as a new iconic piece in the Ottawa skyline. The proposed development would bring additional density to the area with 405 new residential units including bachelors, ones and two bedroom apartments. This would hopefully promote new commercial activity to the area with new residents and attract locals and tourists alike. This whole development will provide five storeys of underground vehicular parking at a ratio of 0.65 spaces per unit and 0.1 spaces for visitors for a total of +/- 324 parking spaces.

Secondly, a 3 storey angled podium cantilevered over the entrance creates a dramatic overhang over the proposed plaza while making the building more dynamic. Due to its orientation, parts of this podium overhang over the sidewalk terraces producing more protected spaces below. At the same time, other areas are recessed, allowing for large, landscaped patios above the third storey overlooking Gilmour Street. In keeping with the beacon theme, a large glass box will be carved out of the corner of this 3-storey podium which will shape some outdoor amenity space, as well as

some interior amenity space visible from the street and giving the occupants beautiful views down Kent Street. The podium further breaks down the mass of the buildings and creates a visual transition to the tower above.



The tower itself is to act as the visual landmark. Its slender, dynamic shape is creating visual interest from far and near. A large shroud crowns the building below and flows upwards to capture the top of the tower. It bisects the building mass to emphasize the verticality of the tower and creates possibilities for outdoor spaces on the upper floors. Furthermore, it encapsulates all the mechanical and service spaces on the roof into one clean building envelope. To the west, the tower is comprised of a central solid element with punches windows which connects to the ground plane.



A glass façade with larger balconies reveals itself as the building form opens towards the podium. The same elements are used on the east side abutting the shroud to create light filled, pleasant residential units.



In conclusion, our team is presented with a great opportunity with this designated landmark site to create iconic architecture that will celebrate the importance of Centertown and its community, as well as its role as a way finder to the Parliament district. While enjoyed locally, this tower will be an incredible icon to visitors entering the Parliament Buildings and downtown core via the Kent Street corridor.

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

As discussed above, Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, the proposed development meets the following policies:

- 1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 1.1.1 d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- 1.1.1 e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.1 f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; and
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.1.3 of the PPS speaks to Settlement Areas, including cities, towns, villages and hamlets, recognizing their vitality and regeneration as critical to the long-term economic prosperity of communities. The proposed development meets the following policies:

- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources;
 - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;

- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impact of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and
- g) Are freight supportive.

1.1.3.3 Planning authorities shall identify appropriate locations, and promote opportunities for transit-supportive development, accommodate a significant supply and range of housing options through intensification and redevelopment where it can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs;

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.4 contains policies on Housing. The proposed development meets the following policies:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households;
- b) Permitting and facilitating all types of residential intensification and redevelopment;
- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are;
- d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and which support the use of active transportation and transit;
- e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
- f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

Section 1.6.7 contains policies on Transportation, the proposed development meets the following policies:

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.7 contains policies on Long Term Economic Prosperity, the proposed development meets the following policy

1.7.1 e) long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 1.8 contains policies on Energy Conservation, Air Quality, and Climate Change, the proposed development meets the following policies:

- 1.8.1 PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:
- a) Promote compact form and a structure of nodes and corridors;
 - b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
 - e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Section 2.6 contains policies on Culture Heritage and Archaeology, the proposed development meets the following policies:

- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The proposed development is consistent with the policies of the Provincial Policy Statement (PPS). The proposed redevelopment of the subject lands represents an efficient use of the land and a compact form that makes efficient use of existing infrastructure and public service facilities.

The proposed development is located within a short walk of the City's downtown core, which is the main employment node within the City and home to many services and amenities. The proximity of the CBD, together with the connectivity to surrounding cycling and walking facilities is consistent with the policies of the PPS which encourage active transportation. The Confederation Line is also within a walkable distance of the subject property, encourage transit use to access other parts of the City quickly.

The proposed development is envisioned as a rental project, contributing to the availability of housing within Centretown. The range of unit sizes within the building will provide options for potential residents to live in proximity to work and the downtown core.

The proposed development has been designed in consideration of the nearby heritage resources within the Centretown Heritage District. The development is consistent with Section 2.6.3 of the PPS, ensuring that the heritage attributes of the nearby designated heritage properties are conserved.

5.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

5.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2, Policy 1 as "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development".

Intensification throughout the City can be expressed through a variety of built forms, with the greatest density and building heights to be in close proximity to Rapid Transit and Transit Priority Corridors (Policy 10). To ensure appropriate design, transitions, and compatibility with surrounding existing context and planned function, taller building heights should be located closest to the transit priority corridor (Policy 11).

Permitted building heights are generally established through Section 3 of the Official Plan, though Secondary Plans may specify greater or lesser heights (Policy 14). The location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings (Policy 16). Heights may be increased through an Official Plan Amendment where it can be demonstrated that the specific criteria are met, including a comprehensive assessment of impacts on the surrounding community, urban design and compatibility objectives are met, an identified community amenity is provided, and the requirements for high-rise buildings outlined in section 2.5.6 are met (Policy 17).

Compatible intensification outside of target areas that are within the urban boundary, including areas designated General Urban Area, is supported by the City. Appropriate locations for intensification within the General Urban Area will be guided by the policies of Section 3.6.1 (Policy 22).

Section 2.5.6, policies 13 through 15 set out specifics for high-rise, and high-rise 31+ storey buildings that are referenced in policy 17 of Section 2.2.2. The policies encourage the greatest heights and densities to be located where rapid transit is being provided, generally with the tallest buildings adjacent to the rapid transit station, and with a careful assessment of the urban design and compatibility of the proposal (Policy 13). For buildings over 30 storeys, the impacts on the City's skyline are also considered through the development review process, particularly for identified view corridors or points (such as those related to the Parliament Buildings (Policy 14). Policy 15 speaks to the assessment of high-rise buildings as is carried out through the development review processes.

The proposed development represents residential intensification of the subject property as defined by the Official Plan. The subject property is located approximately 820 metres walking distance from Parliament Station on the Confederation Line. The subject property is also within a short walking distance of the Central Area – the central node to the City's transit system and largest employment node. The subject property benefits from proximity to many existing services and amenities. The urban design and compatibility of the design are discussed below.

The proposed Official Plan Amendment seeks to permit greater heights on the subject property than are currently permitted in the applicable Secondary Plan and as such the proposed development is evaluated on the criteria of policy 17.

The impacts to the surrounding community have been comprehensively evaluated through the studies and reports prepared in support of the current applications. A thorough community engagement plan is proposed to ensure that the community has a chance to input into the proposal and share their thoughts and opinions of the proposed development. As noted above, the direction of policy 10 has also been carefully considered in the design of the development.

With regards to Section 2.5.6, the proposed development is located within 820 metres walking distance of a rapid transit station (Parliament) and is in proximity to Transit Priority Corridors on Bank Street and Somerset Street West. As discussed in greater detail below, the proposed development has been designed in consideration of the existing context and future planned context for the areas surrounding the subject property to ensure an appropriate transition and compatibility with the building's surroundings. The considerations of policy 15 have also been assessed through this report and the supporting studies prepared for the current applications, including transportation, shadow and microclimate impacts, heritage, and design (transition, massing, architectural excellence).

The proposed development will provide new civic space that can be used by a local group or organization at to serve the local community. This space is proposed within one of the retained converted dwellings along MacLaren Street.

The proposed development conforms to the policies of Section 2.2.2 of the Official Plan.

5.2.2 Land Use Designation

The subject property is designated “General Urban Area” on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. The General Urban Area designation permits the development of a full range and choice of housing types, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses (Policy 1). The provision of small locally-oriented convenience and service uses that complement residential land uses are encouraged provided they are compatible, provide direct access for pedestrians and cyclists, facilitate interaction and contribute to a sense of community, and are of a size and scale that do not attract traffic from outside the area (Policy 8).

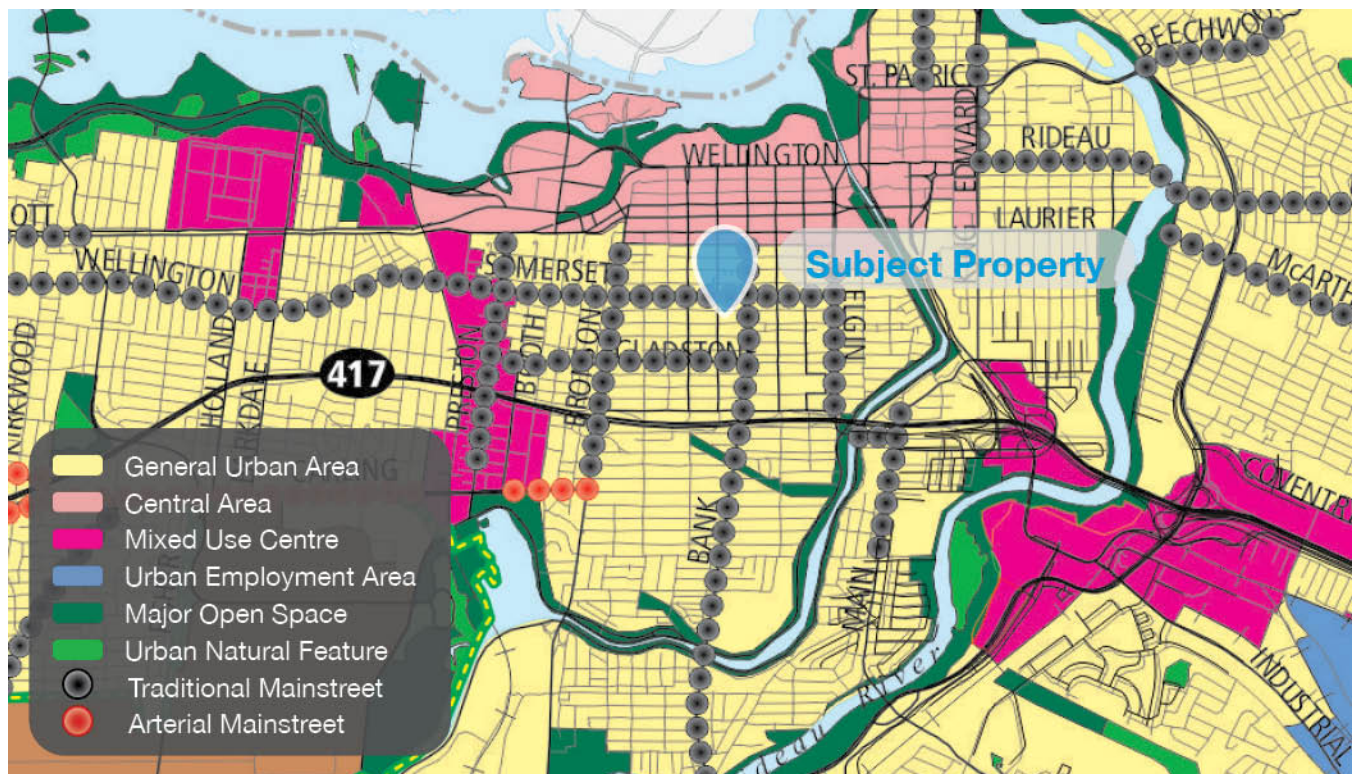


Figure 9: Excerpt of Schedule B from the Official Plan (Urban Policy Plan)

Generally, development within the General Urban Area is to be of a low-rise form but recognizes that Secondary Plans may permit building heights greater than four storeys (Policy 3). Taller buildings may be considered for sites that front an Arterial Road and which are within 800 metres walking distance of a Rapid Transit Station or within an area characterized by taller buildings or sites zoned to permit taller buildings (Policy 4). All development is to be reviewed in accordance with Sections 2.5.1 and 4.11 of the Official Plan (Policy 2), which detail urban design objectives and compatibility criteria for new development. Intensification within the General Urban Area is supported but must be assessed for its compatibility with the existing community character and how it contributes to a balance of housing types (Policy 5).

The proposed development conforms to the General Urban Area policies detailed in Section 3.6.1 of the Official Plan. The Centretown Secondary Plan permits a high-rise landmark building up to 27 storeys on the subject property in specific circumstances, and the proposed Official Plan Amendment seeks to permit a greater height (34 storeys) given the subject property’s context and ability to permit greater height without impacting the symbolic primacy of the Parliament Buildings, or other protected viewplanes. The subject property is located on an Arterial Roadway (Kent

Street) and is located approximately 820 metres walking distance to Parliament Station but is also located in an area characterised by taller buildings, including: 415 MacLaren (22 storeys); 420 Gilmour (9 storeys); 429 Somerset Street West (14 storeys); and 395 Somerset Street West (18 storeys).

The proposed development will contribute to housing stock within Centretown, thus, adding to the variety of housing types and tenures within the neighbourhood and in proximity to services and amenities. Ground-floor commercial and live/work spaces are proposed as part of the development to complement and serve the residents of the building and the surrounding local community. Compatibility of the proposed development is evaluated in the context of Sections 2.5.1 and 4.11 of the Official Plan as discussed below.

5.2.3 Urban Design and Compatibility

With respect to urban design and compatibility of development, Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas, whereas Section 4.11 provides specific criteria that must be evaluated during the development review process.

Section 2.5.1 recognizes that good urban design can be achieved through development that, although not necessarily the same as or similar to existing buildings in the vicinity, functions without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it. The Official Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function.

The proposed development responds to the design objectives of Section 2.5.1 in the following ways:

Objective 1 To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development will redevelop and intensify an under-utilized property in proximity to the downtown core, rapid transit, and active transportation routes. The proposed development will enclose the street edge along Kent and Gilmour Streets and activate the street edges with retail space, the residential lobby, and live-work spaces. The redevelopment of this corner with a landmark project will make an important contribution to the continuing evolution of Centretown.

Objective 2 To define quality public and private spaces through development.

The proposed development animates the street edge with an eight (8) storey articulated podium with a strong three (3) storey base that features an appropriate scaled, 6 metre ground floor and will animate the street edge with large panels of glazing, active entrances to the sidewalk, and active uses along the street. The proposed development will create varied and interesting spaces within the site for the proposed civic use, and retail spaces, as well as for residents.

Objective 3 To create places that are safe, accessible and are easy to get to.

The proposed development has been designed to improve the existing pedestrian environment and to provide a vibrant pedestrian environment along all the public street edges. The proposed development includes only one garage access to minimize conflicts and provides wide sidewalks activated with a highly transparent ground floor occupied by retail uses, live-work spaces and common areas for residents.

Objective 4 To ensure that new development respects the character of existing areas.

The design of the proposed development respects the character of the surrounding neighbourhood while creating a landmark building. The proposed building integrates two existing detached dwellings on MacLaren Street and transitions into an appropriately scaled podium along Gilmour Street. The use of varied materials represents the evolution of Centretown with a more modern aesthetic.

Objective 5 To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposal considers adaptability and diversity by intensifying the prominent corner property and adding to the diversity of housing types and commercial opportunities available in the community. The integrated detached dwellings and the live/work spaces along Gilmour Street provide flexibility to evolve to changing conditions over time.

Objective 6 To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed development provides additional residential intensification within an existing well serviced community. The proposed building is located on an underutilized site within the urban boundary, which serves to reduce development pressure on outlying areas, and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions. Furthermore, as an existing lot, the redevelopment will make use of existing city infrastructure. Additional sustainable design measures will be explored in the Site Plan Control application phase.

The subject property is located within the Downtown Ottawa Urban Design Strategy (DOUDS) and as a result is considered a Design Priority Area per policy 4 of Section 2.5.1. Per policy 4 of Section 2.5.1, the Urban Design Review Panel (UDRP) will participate in the enhanced review of the urban design elements of development applications within these areas.

Given the “landmark” policies of the Centretown Secondary Plan, the proposed development will be subject to a Special Design Review Subcommittee (SDRS) focused on creating a landmark building.

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. For this reason, some of these policies are best addressed through a Site Plan Control application, which typically provides a higher level of technical detail. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

Policy		Proposed Development
1.	A Design Brief will be required as part of a complete application.	The required components of a Design Brief have been integrated into this Planning Rationale.
Views		
3.	The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poet’s Hill, are identified on Annex 12.	The proposed development respects an extrapolation of the angular plane that protects views of Parliament Hill further north within the Central Area. The proposed height plane ends officially at Gloucester Street but has been extrapolated south as shown in the figure below.

Building Design		
5.	<p>Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Facade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area. 	<p>The proposed development utilizes a series of transitions to achieve compatibility with the surrounding neighbourhood. An 8-storey podium frames the Kent and Gilmour Street frontages articulated with a high (6 metre), transparent ground floor and a strong three storey base. Floors 4 through 7 are skewed to create visual interest and resulting in a projecting overhang over the primary entrance, and a significant stepback (8 metres) at the eastern edge of the site, along Gilmour Street.</p> <p>The tower portion of the building is oriented to the corner of Gilmour and Kent Street, but set well back from the street edges – 5.8 metres from Kent Street and over 7.5 metres from Gilmour Street. The tower is also setback 3 metres from the property at 430 MacLaren Street, which is planned as a mid-rise building in the Centretown Secondary Plan (9 storeys) and would not be able to accommodate a high-rise building given its size.</p> <p>The MacLaren frontage remains largely unchanged by the proposal, with the two existing detached dwellings integrated into the proposed development with minimal impact on the streetscape.</p> <p>The materials envisioned for the proposal are reflective of the surrounding neighbourhood while also presenting a modern aesthetic.</p>
6.	<p>Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The main entrance for the building faces Gilmour Street, while additionally secondary entrances can be found at the corner of Kent and Gilmour Streets and on MacLaren Street. The building features a significant amount of glazing to interface with the public realm along the street edges.</p>

8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	The proposed development integrates the garbage rooms and service areas within the ground floor of the buildings minimizing impacts on the public realm.
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The rooftop mechanical equipment has been integrated into the upper floors of the building to contribute to a distinctive top
Massing and Scale		
10.	The appropriateness of the development will be assessed using compatibility criteria set out in the Secondary Plan.	The policies of the Centretown Secondary Plan and the compatibility criteria contained therein are discussed in greater detail below.
11.	The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each analysis is to demonstrate how impacts have been minimized or avoided.	<p>The shadow study prepared by Hobin Architecture notes that throughout the summer, the shadows extend to the residential properties to the northwest only before 10:00am and are quite short and fast-moving throughout the day. In the shoulder seasons, the shadows move across the block north of MacLaren in the morning and early afternoon and across the converted dwellings used as offices toward Bank Street for the balance of the day. In the winter, given the context, the long shadows have a minimal net impact on the adjacent areas. The proposed shadows are appropriate for an urban context.</p> <p>The wind analysis demonstrates that the pedestrian realm will not be negatively impacted by the proposed development with the exception of the southwest corner (intersection of Kent and Gilmour) where mitigation measures will be further explored through the future Site Plan Control application.</p>
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.	As noted in the discussion on policy 5 above, the proposed development utilizes the following methods of transition:
13.	Building height and massing transitions will be accomplished through a variety of means, including: <ul style="list-style-type: none"> / Incremental changes in building height; / Massing; / Building setbacks and step-backs. 	<ul style="list-style-type: none"> / A three (3) storey base creates an appropriately-scaled volume along the street edges; / The retained detached dwellings along MacLaren Street will integrate into the existing streetscape; / The mid-rise podium is setback from the floors below (except over the main entrance and over a portion of Kent Street) to create visual interest and uses a change in materiality to reinforce the change from the floors below and above; / The tower is set back 6 metres from Kent Street and 7.5 metres from Gilmour Street,

		reinforcing the pedestrian-scale of the street.
High-Rise Buildings		
14.	High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions (pedestrian comfort, public views, proximity to heritage, privacy)	<p>The proposed development has been designed as a landmark building within the Centretown neighbourhood. The proposed development will improve the pedestrian realm and, as noted in the completed Wind Study, will not negatively impact on the pedestrian realm abutting the site.</p> <p>The proposed development integrates two existing detached dwellings from within the Heritage Conservation District and has taken a sensitive approach to the conservation district, while still proposing a modern and unique building design.</p> <p>The adjacent properties are largely converted dwellings used for offices or multi-residential units with parking in the rear yards. The proposed development will not have undue adverse impacts on adjacent amenity areas.</p>
15.	<p>Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;</p> <ul style="list-style-type: none"> / The base of a high-rise building should respect the scale, proportion, and character of the surroundings. / The tower, which typically includes a middle and a top, should step back from the base where possible. / Floor plates may also vary depending on the uses and the context. 	<p>The proposed development incorporates a base, middle and top and the tower steps back from the podium below. The proposed development appropriately accounts for the potential of future high-rise buildings and responds to the planned function of the lands adjacent to the subject property.</p> <p>The proposed development includes a floor plate of 860 square metres for the tower. The size of the floorplate is appropriate given the surroundings and the limited increase to shadow impacts as a result of the larger building. The larger floorplate does not significantly reduce sky views within the area.</p>
16.	The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.	The proposed development responds to the Built Form guidelines of the Centretown CDP, as well as the Design Guidelines for High-rise Buildings. The subject site is of an adequate size and shape to accommodate high-rise development, and the tower portion of the development is appropriately setback to maintain tower separation from existing and planned high-rise development.
17.	The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.	The proposed high-rise building has been designed with a compact footprint, distinct base/middle/ top and ample setbacks and separation that strongly

		responds the City's Urban Design Guidelines for High-rise Buildings.
Outdoor Amenity Areas		
19.	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	As noted above, the adjacent properties have generally been converted to non-residential uses with surface parking areas in the rear or are multi-residential buildings with limited outdoor amenity areas. As a result, the proposed development will not result in any impacts to nearby outdoor amenity areas.
20.	Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces, and rooftop patios.	Given the current application is for Zoning By-law Amendment only, the full development of interior amenity spaces has not been completed however the proposed building will meet or exceed requirements for private and communal amenity spaces.
Design Priority Areas		
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features (e.g. taller first floor height, front facades parallel to the street, transparent windows, etc.)	The proposed development features a six (6) metre high ground floor that is highly transparent providing views to and from active uses including retail, the residential lobby/lounge area, and live/work units along Gilmour Street.
23.	The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	The conceptual landscape plan prepared for the development proposes significant improvements to the public realm abutting the subject property including wide sidewalks, new tree plantings, and activation in the form of patios and terraces.
24.	The massing and scale of development will define and enclose public and private spaces using buildings, structures and landscaping; and relate to the scale and importance of the space they define.	The proposed development encloses the three street edges and creates an animated and active pedestrian realm. The landscaped area extends through the site and provides a porosity on the site that makes the site varied and interesting, and that is framed by the proposed buildings.

The proposed development conforms to the design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11.

5.2.4 Cultural Heritage Resources

The proposed development is in the Centretown Heritage Conservation District (CHCD), which was designated by the City of Ottawa in 1997 under Part V of the Ontario Heritage Act. A Cultural Heritage Impact Statement (CHIS) has been prepared by Commonwealth Historic Resource Management identifies the cultural heritage resources and values that may be impacted by the construction of the proposed development.

The City of Ottawa includes provisions for Cultural Heritage Resources in Section 4.6 of the Official Plan. Section 4.6.1 addresses the requirements for a CHIS when development has the potential to affect heritage resources contained within the development site that are designated under Parts IV and V of the Ontario Heritage Act.

The CHIS report has reviewed the proposed development plan and notes several positive impacts on the larger conservation district. The report also notes some adverse impacts which should be resolved through further refinement of the design throughout the Zoning By-law review and future Site Plan Control application.

5.2.5 Key Views and View Sequences of the Parliament Buildings and Other National Symbols

Section 3.6.6 of the Official Plan contains policies to protect the visual integrity and symbolic primacy of the Parliament Buildings. These views of a national symbol are of significant cultural and heritage value. These policies apply only to the Central Area designation and reference Annex 8A of the Official Plan, neither of which are applicable to the subject property.

The intent of these view plane policies is to restrict building height so that no part of a new building rises above the ridgeline of the Centre Block as seen from key viewpoints identified in Annex 8A, protecting the silhouette of the Parliament Buildings. These policies are implemented by Schedules in the Zoning By-law which define angular height control planes, in metres above sea level (ASL) for applicable lands within the Central Area designation.

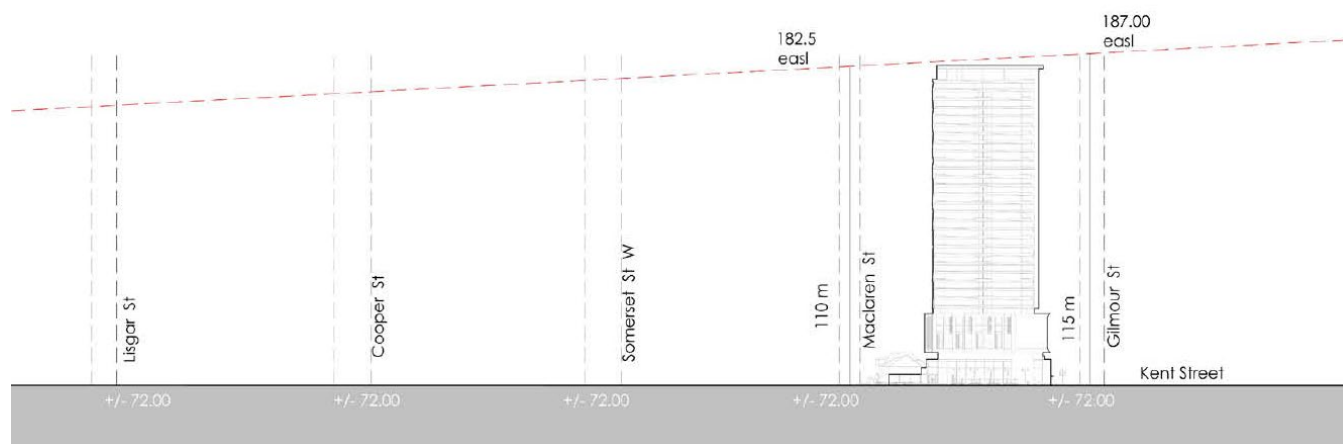


Figure 10: Angular Plane Projection

While these policies do not apply to the proposed development, the angular plane is used as part of the height strategy within the Centretown Secondary Plan and therefore the angular plane has been projected from Gloucester Street south to the subject property. As shown in the figure above, the proposed building height will not exceed the angular plane.

The proposed development, including permitted projections, falls entirely within the angular height control planes as projected southward from the Central Area. The proposed additional height will not impact key views of the Parliament Buildings.

5.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Fall 2021. The first phase of the new Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions. On May 18, 2020, Planning Committee recommended that Council approved an intensification target of 60 percent for the new Official Plan.

The proposed development supports the intensification target put forward for the new Official Plan in proximity to the downtown core, rapid transit, and transit priority corridors. The intensification at this location, where it will redevelop an under-utilized property in a downtown neighbourhood, contributes to a land use pattern that is consistent with the 15-minute neighbourhood.

5.4 Centretown Secondary Plan and Community Design Plan

The subject property is located within the Centretown Secondary Plan and Community Design Plan study areas. These documents, approved by Council in May 2013, are intended to guide future growth and change in Centretown. The Secondary Plan implements the key aspects of the Community Design Plan (CDP) into statutory policy.

The CDP envisions Centretown as continuing to be an attractive and liveable urban community, based on principles outlined in the City of Ottawa Official Plan, with a wide mix of uses including employment neighbourhood services and facilities, range of housing types and choices, excellent transit service and well designed, compact and inclusive development that will enhance the area's diversity and vibrancy.

The Secondary Plan outlines seven core principles which form the foundation for the Secondary Plan. The proposed development will contribute to achieving these principles and objectives as discussed below:

Principle 1 Maintain and Respect the Character of Centretown's Neighbourhoods

The proposed development respects the character of the surrounding area in its architecture and materiality, including the heritage conservation district. The Secondary Plan recognizes the centre of Centretown (between Kent and Elgin Streets) as a more eclectic neighbourhood where intensification will occur. The proposed development recognizes this and responds with a massing and site porosity that is appropriate for this location.

Principle 2 Accommodate Residential Growth

The proposed development includes 405 new residential units that will support the targets for intensification in Centretown and will redevelop and underutilized property in proximity to existing services and amenities, reducing the need for people to drive places. The impact of the proposed development on the surrounding community has been thoroughly reviewed and discussed above with steps taken to mitigate any impacts.

Principle 3 Accommodate a Diverse Population

The proposed development is a rental project that will add needed rental housing stock to the Centretown neighbourhood. The development will feature a mix of unit types, adding to the diversity of housing options in the neighbourhood and allowing more people to live in proximity to the jobs, services and amenities in the downtown core.

Principle 4 Reinforce and Promote Commercial Activity

The proposed development includes a small, neighbourhood-serving retail component at-grade along Kent Street and will bring new residents to the neighbourhood who will support existing commercial businesses in the area.

Principle 5 Enhance the Public Realm

The proposed development will improve the streetscapes abutting the development through a continuous building edge adjacent to widened sidewalks with street trees and a highly transparent and active ground floor.

Principle 6 Encourage Walking, Cycling, and Transit Use

The proposed development includes 409 bicycle parking spaces (1 per unit) to encourage cycling on the adjacent network components, notably the Laurier and O'Connor routes which provide access to many other pathways and

connections. The location of the site also makes it ideally suited for walking, with close access to the Bank Street and Somerset Street West mainstreets, and the downtown core. The site is also approximately 820 metres walking distance south of Parliament Station and closer still to Transit Priority Corridors on Bank and Somerset Streets which will encourage transit as a viable alternative to get to other parts of the City.

Principle 7 Promote Design Excellence

The proposed development has been thoughtfully designed to create a project that attempts to fit well within its surroundings and respect the character of the surrounding community while also striving to achieve the status of “landmark”.

5.4.1 Land Use Designation

Per the Secondary Plan and CDP, the subject property is located within the Central Character Area. The Central Character Area is the core of Centretown and accommodates an assortment of uses. With a number of vacant and underutilized properties, parking lots, and aging buildings, this area is expected to continue to evolve to accommodate more residential and mixed-use development that respects and complements the many historic buildings and streetscapes in the area.

The Central Character Area includes several land use designations. Schedule H1 of the Secondary Plan identifies the subject property as “Residential – Mixed Use”. The CDP envisions these areas as including generally low to mid-rise residential, and non-residential uses restricted to small-scale commercial uses such as personal services, medical facilities, offices, and institutional uses, generally limited to the first two (2) storeys. Within landmark buildings, uses such as retail stores, restaurants and retail food stores will also be permitted.



Figure 11: Schedule H2 – Maximum Building Heights, Centretown Secondary Plan

Per policy 3.9.4.3 of the Secondary Plan, low and mid-rise building heights are generally encouraged within the Central Character Area. Per Schedule H2, buildings up to nine storeys are permitted on the subject property. Lands to the north,

south, and east are all also intended to be developed with heights up to nine storeys. Lands west of Kent are generally envisioned as more residential, with heights up to four (4) storeys.

The proposed land uses are appropriate for the land use designation. The proposed Official Plan Amendment seeks to permit office uses on the first three storeys (as opposed to only the first two) to increase the flexibility for the use within the podium of the building.

5.4.2 Built Form Guidelines

High-rise development in Centretown is expected to generally comply with the CDP's built form guidelines for tall buildings. Tall Landmark Buildings may depart from these parameters, however. The guidelines are contained in Section 6.4.4 of the CDP and the relevant guidelines are noted below. The guidelines note that tall buildings are comprised of three (3) parts: a podium, a tower, and a top. The guidelines are provided for each of these parts.

Podium

- / The podium for the building is eight (8) storeys (vs. the recommended 6) however a strong three (3) storey base breaks up the podium and achieves the preferred scale on Gilmour Street. The podium height is still considered mid-rise and remains less than the building height permitted on Schedule H2;
- / The podium achieves the mid-rise transition to the existing low-rise to the east, with a 5.1 metre setback;
- / The podium street facades are well articulated and blank walls have been avoided;

Top

- / The top of the building will contribute to the City skyline with a different articulation and reduced size;
- / The mechanical penthouse has been architecturally integrated into the building design;

Tower

- / The tower sits on a podium;
- / The tower has a maximum floorplate size of 860 square metres;
- / The tower generally steps back from the podium below, except at strategic locations intended to add architectural interest;
- / The tower has no blank walls; and,
- / The tower utilizes a mix of materials, articulation, and integrated balconies.

The proposed development responds to the built form guidelines of the CDP for tall buildings. The proposed development includes key design elements that respect the guidelines for tall buildings including a highly articulated podium and base of the building that transitions well to the existing context, a highly articulated facade on all four (4) sides of the building, a strong, podium-middle-top relationship, and a mix of materials and integrated balconies. The development also recognizes the planned context for the area to the east which is intended to intensify over time with mid-rise built form. As such, the tower separation to the east is less than 10 metres as suggested by the guidelines (proposed at 3 metres). The reduced separation is appropriate given the planned context for these lands mid-rise buildings.

5.4.3 Building Height

Policy 3.9.5.3 of the Secondary Plan notes that the Zoning By-law should establish appropriate maximum building heights within the ranges shown on Schedule H2. It is noted that the building should provide for an appropriate building height and mass to create a positive street relationship as well as ensure compatibility with surrounding properties and provide an appropriate publicly accessible private open space. Finally, any proposal for a building height that would be permitted within the framework of the Landmark Building policies of the Secondary Plan would be subject to those policies. The policy also specifies that small retail, cafes and restaurants will be permitted on the first two floors and basement of buildings.

As discussed above, the proposed development conforms to the City's high-level urban design objectives and is compatible with the surrounding context, supporting the proposed building design and massing. In the case of Landmark Buildings, where the building height may far exceed the abutting built-form context, transition is achieved by way of a carefully designed building podium, in terms of scale and height, and appropriate tower separation from

podium edges. The proposed development recognizes that both the tower and podium are architecturally unique in treatment. Fotenn recognizes that Heritage staff indicated that the design needs to comply with the Heritage Conservation District. In this case, the podium of the building seeks to complement the retained heritage buildings, and integrate into the Gilmour streetscape, while the tower looks to satisfy the landmark building criteria in a more unique and iconic form. For that reason, careful attention has been paid to creating an appropriate and comfortable relationship to the three street frontages and appropriate transition to the adjacent properties. The policies of the Official Plan recognize the intensification potential of the property and support a taller building at this location.

5.4.4 Landmark Buildings

Policy 3.9.5.5 of the Secondary Plan states that as a mixed-use, inner-city community, Centretown may be an appropriate location for developments that, through their design and public uses, establish true civic or national landmarks. “Landmark Buildings” are those that made both significant and exceptional contributions to the public realm and overall identity of Centretown. The Secondary Plan states that Landmark Buildings should combine iconic architecture, extraordinary site design and a unique civic or national function to create a distinctive place that invites visitors to experience its qualities. The Secondary Plan notes that while they should respect the form and character of their surroundings, they may depart from the built form parameters established for Centretown.

The Centretown Secondary Plan and CDP do not define a “Landmark Building” beyond the language above. The three characteristics noted above include: iconic architecture, extraordinary site design, and a unique civic or national function. The proposed development creates space for a civic function which is to be further refined but presents an opportunity to make a significant civic contribution to the City. The intent on the lands is to make one of the two (2) retained buildings along MacLaren Street available to a recognized, public-focused user, which could include art space, studio or galleries, a public agency such as the Boys and Girls Club, or other complimentary tenant. The design of the site has been carefully planned to make a unique and inviting public realm around and through the site that can be explored by visitors to the site. The architecture of the building is unique within Ottawa and would act as a landmark. The skewed podium and grand entry mark the corner and add a unique visual interest to the building. The tower itself is slender and has a dynamic shape with a large shroud flowing up the sides and crowning the top of the building.

The Official Plan defines “landmarks” (note, not specifically Landmark Buildings) as “urban design elements that create distinct visual orientation points. Landmarks provide a sense of location to the observer within the larger urban pattern, such as that created by a significant natural feature, or by an architectural form which is highly distinctive relative to its surrounding environment”.

Further, the City’s Urban Design Guidelines for High-Rise Housing define a “Landmark Building” as “A navigation beacon and focal point that provides a sense of location and place to the observer within the larger urban pattern. It is highly distinctive relative to its surrounding environment and should exhibit the highest level of architectural excellence and achieve a variety of community objectives. A landmark building stands out from its surroundings.”

Based on this review, a “landmark building” should therefore have the following characteristics:

- / Should be a focal point in the neighbourhood and provide a sense of location to observers;
- / Should be distinct from its surroundings;
- / Should exhibit architectural excellence; and,
- / Should achieve a variety of community objectives.

Each of these characteristics as it relates to the proposed development are discussed below:

<p>Should be a Focal Point in the Neighbourhood and Provide a sense of Location to Observers</p>	<p>A community focal point is a place that is a centre of interest or activity. The proposed development seeks to create an animated ground floor that will activate the streetscapes and provide opportunities for new public realm experiences within Centretown. The</p>
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	<p>proposed civic space seeks to provide low-cost space to a civic user that would provide a service or experience for the community that would be a focal point in the neighbourhood.</p> <p>Providing a sense of location can be achieved in several ways. The proposed development will achieve this through height and design. The tower has been designed as a unique blend of materials and form that will be visible from near and far and provide a sense of location for residents and observers.</p>
Should be Distinct from its Surroundings	<p>The proposed development will be distinct from its built form context, while balancing a sensitivity to compatibility and transition. The lower floors of the building use a combination of glazing and masonry, materials that are familiar in Centretown but integrates them into a transformed public realm and dramatic lower floors of the building. The podium is different and provides a distinct experience from other buildings in Centretown. The resultant design is one that respects the character of the surroundings while creating a distinct and unique development in the heart of the neighbourhood. Building proportions, tower placement, and scale of podium, and the selection of materials have all be considered to provide an appropriate fit within the existing and planned context of the area.</p>
Should Exhibit Architectural Excellence	<p>Architectural excellence is about more than creating a building form that will be recognized civically or nationally. A building that exhibits architectural excellence should certainly be beautiful, but it also needs to respect and enhance its context, and to function well. It must also respect our changing climate and be sustainable for the future.</p> <p>The proposed development achieves design excellence not only through a unique building design that is exceptional and will stand out from its surroundings but also by taking a thoughtful and measured design approach that integrates a contextual and enduring built form into the neighbourhood.</p>
Should Achieve a Variety of Community Objectives	<p>The proposed development achieves the City’s goals for intensification within the Centretown neighbourhood, and within the City as a whole. The subject property is in an identified area for intensification and the redevelopment of the site replaces an important under-utilized property that is in proximity to a rapid transit station and several transit priority corridors, major cycling infrastructure, and along an extensive network of pedestrian streets. The subject property is also in proximity to the City’s downtown and Central Business District and the Bank and Somerset mainstreets making it easy for people to get to work and meet their day-to-day needs by walking, cycling or transit.</p> <p>The proposed development also includes plans for a significant public institutional use within one of the retained detached dwellings along MacLaren Street. Currently, discussions with the Boys and Girls Club have been taking place as a potential user for the space. The intention is to create a significant civic use on the site. As the application progresses, Taggart will seek out important and contributing tenants that meet a need in the community or will function as an asset or draw to the building.</p>

The Landmark Building policy calls for a “civic or national landmark” which can be achieved in any number of ways (e.g. through public art, a well-designed public space, etc.). The proposed development exhibits the qualities of a landmark building, to be further strengthened through the development review process.

Policy 3.9.5.5 contemplates that the City may permit Landmark Buildings that do not conform to the built form policies and height limits of Schedule H2 under specific circumstances. Landmark Buildings shall:

Only be permitted on large corner lots with frontage on three streets	The subject property is a large corner lot with an area of 3,603 square metres and has frontage on three public streets (Kent, MacLaren, and Gilmour).
Not be permitted in Residential, Traditional or Secondary Mainstreet designations	The subject property is designated “Residential Mixed-Use” on Schedule H1 of the Secondary Plan.
In the Residential Mixed-Use designation, only be considered on properties fronting O’Connor, Metcalfe and Kent Streets and only if the proposed development, along with any park/public open space component, is massed to those streets	The subject property fronts Kent Street and the proposed building is appropriately massed towards the street.
Provide and deliver a significant, publicly accessible and publicly owned open space and/or a significant public institutional use, such as a cultural or community facility, on the site. Where an institutional use is not proposed, the open space shall comprise a contiguous area that is a minimum of approximately 40% of the area of the subject site and have frontage on at least two streets	The proposed development includes plans for a significant public institutional use within one of the retained detached dwellings along MacLaren Street. Currently, discussions with the Boys and Girls Club have been taking place as a potential user for the space. The intention is to create a significant civic use on the site. As the application progresses, Taggart will seek out important and contributing tenants that meet a need in the community or will function as an asset or draw to the building.
Not result in a new net shadow impact on an existing public open space greater than that which would be created by the base height condition	The nearest existing public open space with the potential to be impacted by the proposed development is Dundonald Park to the west. The shadow study completed shows that the park will be minimally impacted by shadows only during the summer months, between 6am and 7am. In our opinion, the net shadow impact is acceptable.
Conform to the built form policies of this Plan applicable to tall buildings (3.9.2.3 and 3.9.3.3) where the landmark includes a tall building element for residential uses incorporated into the design of a landmark building and only with respect to such uses	These policies reference the built form guidelines from the CDP. These guidelines are discussed as it relates to the proposed development, above. <i>(Note: previously these policies included specific guidelines however they were removed from the Secondary Plan through the OMB decision)</i>
Not require the demolition of a designated heritage building and shall respect the cultural heritage value of the site and its setting through the retention of its significant heritage resources	The proposed development will not require the demolition of a designated heritage building and respects the cultural heritage value of the conservation district. The converted dwellings along MacLaren Street are being retained and incorporated into the project, intended to accommodate the institutional, cultural or community facility on the site. The intent is that cultural or institutional tenant make use of the accessible outdoor space around the retro-fitted buildings.

Demonstrate leadership and advances in sustainable design and energy efficiency	The project will strive for excellence in sustainable design and energy efficiency, with a target of upwards of 15% more efficiency than the 2015 building code. Additional sustainable design strategies will be explored during the Site Plan Control application phase.
Be subject to an architectural design competition that includes City representation on the selection jury and/or, at the City's discretion, be subject to the City's specialized design review process within the framework of the Urban Design Review Panel, process to exercise a detailed peer review of landmark buildings	The proposed development will be subject to a Specialized Design Review Subcommittee.
Be subject to the provisions of Section 37 of the Planning Act and in accordance with the Council-approved Section 37 Guidelines for determining value uplift	It is anticipated that the proposed development will result in Section 37 benefits for the community. The Section 37 benefits will be calculated through the development application review process according to the approved guidelines and the community and Councillor's office will be engaged on where the benefits are to be directed.
Fully respect the requirements of the Visual Integrity and Symbolic Primacy of the Parliament Buildings and Other National Symbols guidelines related to building height restrictions	The proposed development seeks to permit heights of up to 34 storeys on the subject property. A review of the Federal Height Controls and an extension of the view plane confirms that the proposed development will have no impact on the visual integrity of the Parliament Buildings.
Not exceed a height of 27 storeys	<p>The proposed development includes a tower height of 34 storeys. The CDP notes that appropriate building heights should take their cues from:</p> <ul style="list-style-type: none"> / The existing built form context; / Recent development application approvals; / Federal height controls; / Providing appropriate transition to lower-rise areas; and, / Creating a varied skyline through building height variation. <p>The subject property is in an eclectic area that features a mix of built forms, ranging from two (2) storey detached dwellings to high-rise (22 storeys) residential apartment buildings. The context is varied and the proposed development fits well within this context.</p> <p>The limit of 27 storeys is largely taken from the Federal Government Height Controls, expressed as the NCC Height Control View Plane. As shown, the proposed additional storeys remain below the extrapolated view plane line and will not have any impact on protected views.</p> <p>The planned context surrounding the proposed development is as a mid-rise (9 storey) area to the north, south, and east. As a result, the proposed development responds with a strong datum line at the top of the three (3)</p>

	<p>storey podium and mid-rise podium and uses setbacks and step-backs to achieve an appropriate transition to neighbouring properties.</p> <p>Finally, the CDP notes that a varied skyline is appropriate and desirable, yet it caps the high-rise areas of the CDP (the Apartment neighbourhood in the north, and Catherine Street Corridor in the south) at 27-storeys forcing most buildings to be of equal height. The proposed development will contribute to the creation of a varied height and skyline with minimal impact on surrounding properties, or the neighbourhood at large.</p> <p>It is also worth noting that since the CDP and Secondary Plan were adopted in 2013, the City has revised the Official Plan policies through OPA 150. Notably, the City revised the policies of the General Urban Area to become more restrictive in terms of where taller buildings would be appropriate – that is, abutting an arterial road and within 800 metres walking distance of a rapid transit station or within an area characterized by tall buildings.</p> <p>The subject property meets the locational criteria for the consideration of taller buildings in the revised policies of the General Urban Area and can achieve the 34-storey form in a way that is respectful of the eclectic and varied built form context – both existing and planned.</p> <p>In the ongoing OP revision, the City is looking to increase the amount of intensification achieved by 2046 from the current 45 percent target, up to 60 percent. This will mean a major shift and focus on adding additional units within the built-up area. As acknowledged throughout the CDP and Secondary Plan, Centretown is a place that people want to live in proximity to jobs, amenities, services and entertainment.</p> <p>The proposed increased height is not only in keeping with the spirit and vision of the CDP and Secondary Plan, but also respond to more recent policy changes in the primary Official Plan and forthcoming changes in the updated Official Plan which support intensification and greater heights at specific locations where it can be demonstrated that it is compatible with the surroundings.</p>
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The proposed development conforms to the general intent of the Landmark Building Policy of the Secondary Plan. The proposed Official Plan Amendment seeks to address the areas where the proposed development differs from the criteria above. In our opinion, the proposed amendments are appropriate for the reasons outlined in the table above.

5.4.5 Heritage Building Approach

Section 6.5 of the Centretown Community Design Plan provides policies regarding the integration and context of heritage buildings within future development. The CDP states that Group 1 and Group 2 heritage buildings must be protected and properly integrated with new development. The CDP encourages restoration, reuse, or integration of heritage structures into new low-rise, mid-rise or high-rise building development.

When integrating a heritage structure into a high-rise building, the following guidelines apply:

- / New development should respect and be sensitively integrated with the heritage building and context and consistent with existing heritage plans and policies. It should be distinguishable and of sympathetic contemporary design which does not detract from or overpower the original building;

- / New development should be respectful of key heritage elements. This can include, but is not limited to building stepbacks, cornice lines, façade horizontal and vertical articulations, opening sizes, proportion and rhythm, and building materials. New development should maintain a cornice line consistent with the existing heritage building through appropriate stepback(s);
- / Where heritage buildings are low scaled, the podium of a new building will respect and reflect the urban grain and scale, visual relationships, and materials of the surrounding historic building(s); and
- / Compatible building materials should be used. Creative use of materials is encouraged.

When adding a new building adjacent to a heritage building or streetscape, the following guidelines shall apply:

- / Use compatible materials.
- / Use stepbacks, front and side, to appropriately transition with adjacent building heights.
- / Minimize the use and height of blank walls.
- / Inform new development with adjacent building ground floor heights and heritage character to enhance the public realm.
- / Modulate facades through the use of vertical breaks and stepbacks in a manner that is compatible with the surrounding heritage structures.
- / Cultural Heritage Impact Statements may be required for developments within or adjacent to the CHCD or the Minto Park HCD.
- / If a development proposal comes forward that is in excess of the zoning permission on a parcel containing a heritage building, a full rezoning will be required.

The proposed development respects the built form guidelines of the CDP for Heritage Building Approach.

5.5 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The guidelines are structured to address the base, middle and top of high-rise buildings consecutively. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines.

In the case of the proposed development, the policies of the Secondary Plan recognize that a landmark building will deviate from the built form guidelines of the CDP and, by association, these guidelines. These guidelines will also be assessed again as part of a future Site Plan Control application.

The proposed development complies with the following guidelines:

Context

- / 1.2: The proposed development does not impact identified views or angular planes;
- / 1.3: A view analysis was conducted by extending the existing views and view planes given the subject property's location within an emerging downtown district. The proposed development will enhance the characteristics of the skyline;
- / 1.4: The proposed development is a landmark building;
- / 1.5: The landmark building's related scale and response to the characteristics of the community have been discussed above;
- / 1.8: The proposed landmark building will be distinctive from its surroundings, and of exceptional architectural quality in architecture and public realm;
- / 1.15: The subject property abuts the public realm on three (3) sides;
- / 1.16: The subject property has an area greater than 1,350 square metres;
- / 1.22: The proposed development respects the overall historic setting;

- / 1.23: The proposed development respects the character of the adjacent heritage buildings by integrating high-quality design cues at the base of the building;

Built Form

- / 2.1: The design of the lower portion of the building fits into the existing urban fabric and animates the new public space;
- / 2.2: The design of the upper floors will create a landmark and enrich the urban fabric and skyline;
- / 2.3a: The proposed development integrates a base, middle, and top;
- / 2.13: The proposed development creates a continuous street edge along the public streets;
- / 2.15: The height of the podium is appropriate for the site;
- / 2.17: The podium has a height of three (3) storeys (up to 8 storeys);
- / 2.20a: The proposed development breaks up the facades vertically through massing and architectural articulation;
- / 2.21: The proposed materials are high-quality, and durable;
- / 2.23: The ground floor is highly transparent;
- / 2.24a: The tower floorplate is of an appropriate scale for residential towers;
- / 2.28: The tower has no blank facades;
- / 2.29: The tower steps back from the podiums;
- / 2.30: Portions of the tower extend straight down to the ground to address street corners;
- / 2.31: Tower has been designed to minimize wind and shadow impacts;

Pedestrian Realm

- / 3.2: Provides a widened sidewalk along Kent and Gilmour and a greater setback at the corner for pedestrian movements;
- / 3.4: Provides a public forecourt at the corner of Kent and Gilmour;
- / 3.5: The streetscape improvements complement and enhance the existing network of streets, provides direct visual connections between the streets, supports the proposed high-rise building, allows for year-round use, and maximizes safety and comfort for pedestrians;
- / 3.10: The main building entrances have direct access to the sidewalk;
- / 3.12: The proposed development provides a high ground floor height, (6 metres) that is highly transparent and incorporates ground-oriented live/work spaces with direct access to the sidewalk;
- / 3.14: Parking is located underground;
- / 3.16: All servicing and loading is integrated into the building;
- / 3.19: Garage doors have been integrated into the building design;
- / 3.23: The proposed development will enhance the character of the street;
- / 3.26: A wind study has been conducted; and,
- / 3.27: A shadow study has been conducted.

The proposed development responds well to the applicable Urban Design Guidelines for High-Rise Buildings.

5.6 City of Ottawa Zoning By-Law

The subject property is currently zoned “Residential Fourth Density, Subzone UD, Exception 479 (R4UD[479])”, in the City of Ottawa’s Comprehensive Zoning By-law (2008-250).

The intent of the Residential Fourth Density Zone is to accommodate predominantly low-rise, residential built form of up to a height of four storeys on lands designated “General Urban Area” in the Official Plan. The R4UD Zone is applied to allow a wide mix of residential building forms ranging from single-detached, semi-detached, to low-rise apartment dwellings and regulates development in a manner that is compatible with existing land use patterns so that the mixed

building form and residential character of a neighbourhood is maintained or enhanced. Exception 479 applies to several properties within the immediate area and permits an additional use, “dwelling unit”, the property.

The proposed Zoning By-law Amendment would rezone the subject lands to “General Mixed Use, Exception XXXX, Schedule YYY (GM[XXXX] SYYY)” to permit the proposed development. The purpose of the GM zone is to allow residential, commercial, and institutional uses or mixed-use development in the General Urban Area.

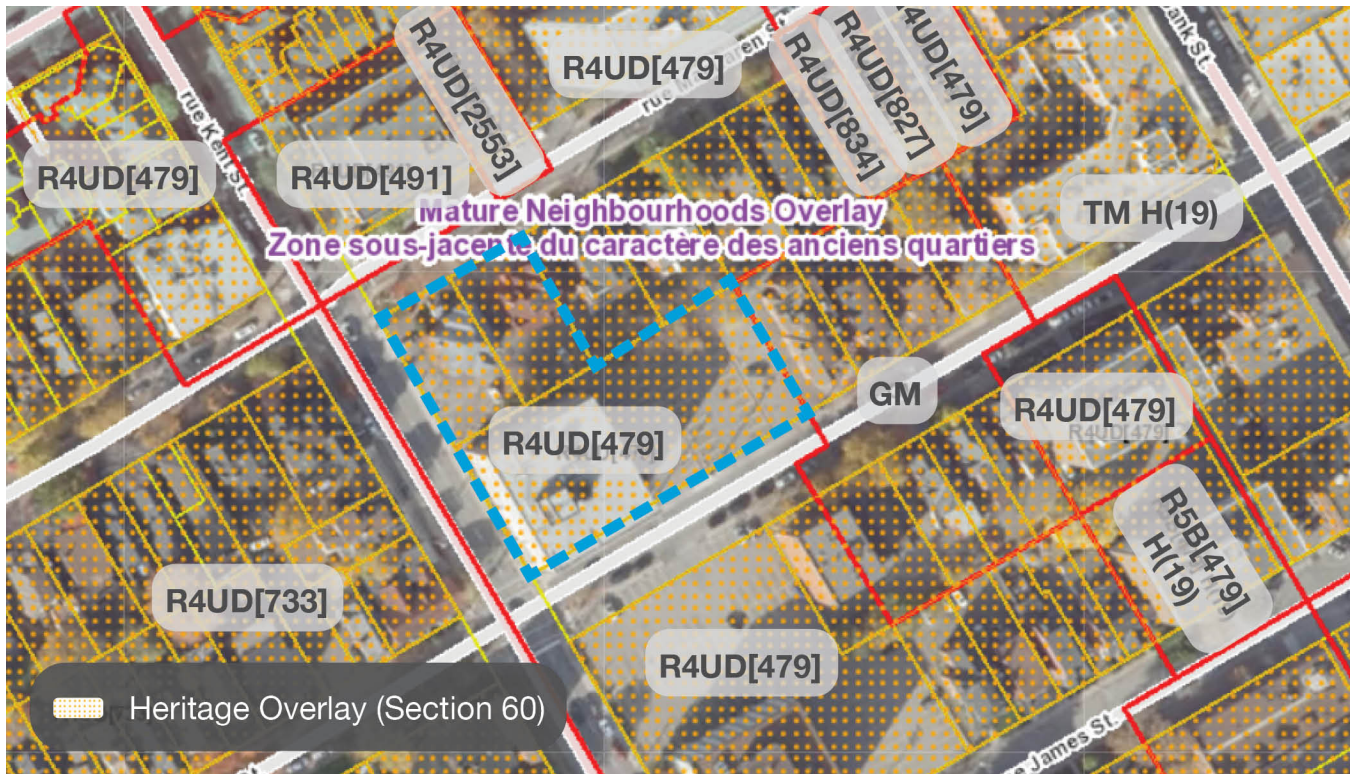


Figure 12: Excerpt from the City of Ottawa’s Zoning By-Law Map.

The proposed development is compared to the provisions of the GM zone in the table below. Areas requiring amendment are **bolded and highlighted**:

Zoning Mechanism	GM Zone	Proposed
Minimum Lot Area	No minimum	3,606 m ²
Minimum Lot Width	No minimum	35.97m
Minimum Setbacks	Front (MacLaren): 3m Corner Side (Kent): 3m Interior Side (east): Abutting 422/430 MacLaren: 5m Abutting 437 Gilmour: No minimum Rear (Gilmour): 3m	Front (MacLaren): >3m Corner Side (Kent): 2.36m Interior Side (east) Abutting 422/430 MacLaren: 0.63 m (existing); 3m (new) Abutting 437 Gilmour: 3m Rear (Gilmour): 2m

Zoning Mechanism	GM Zone	Proposed
Maximum Building Height	18m	109 metres
Maximum Floor Space Index	2.0	7.4
Minimum Width of Landscaped Area	Abutting a Street or residential/institutional zone: 3m Other cases: 0m	Abutting a Street or residential/institutional zone: 0.63m (existing)
Amenity Area 6m ² /unit, 50% communal	2,430m ² Communal: 1,215m ²	The proposed development will satisfy the required amenity area.
Vehicular Parking Spaces Area X on Schedule 1A Minimum: Residential: 0.5/unit after 12 units Visitor: 0.1/unit after the 12 units; maximum 30 spaces Office: 1/100m ² of GFA Retail: 1.25/100m ² of GFA *No parking required if non-residential use is under 200m ² on the ground floor All parking below grade = 10% reduction to requirement	Residential: 177 spaces (405-12* 0.5-10%) Visitor: 30 spaces (405-12*0.1-10%; max 30) Retail: 0 spaces Office: 0 spaces	Residential: 289 Visitor: 43 Retail/Office: None provided
Driveway Width	Accessing a parking garage: 6m	6 metres
Drive Aisle Width	Two-way, within a parking garage: 6m	6 metres
Bicycle Parking Residential: 0.5 spaces/unit Retail/Office: 1 space/250m ² of GFA Minimum 50% of spaces must be horizontal at ground level Minimum 25% of spaces must be secure	Residential: 203 Retail: 0	At-Grade: 15 Below-Grade: 394 Horizontal at-grade: 151 (53%) Horizontal stacked: 136 (47%) Vertical: 122
Bicycle Parking Space Dimension	Horizontal: 0.6m x 1.8m Horizontal stacked: 0.37m x 1.8m Vertical: 0.5m x 1.5m	Horizontal: 0.6m x 1.8m Horizontal stacked: 0.37m x 1.8m Vertical: 0.5m x 1.5m
Bicycle Parking Access Aisle Width	1.5m	1.2m

As demonstrated in the table above the proposed development adheres to the general intent and majority of provisions within the GM zone. The proposed Zoning By-law Amendment would address the building height and site layout through a site-specific zoning schedule and site-specific provisions through an exception. The proposed amendment is outlined in Section 6.0.

5.6.1 Heritage Overlay

The subject property is within a Heritage Conservation District and is therefore subject to the Heritage Overlay of the Zoning By-law, as described in Section 60. Given the proposed development does not directly alter a designated heritage building, there is no impact on the proposed development because of this section.

6.0 Requested Amendments

6.1 Official Plan Amendment

A site-specific Official Plan Amendment (OPA) is proposed to the Centretown Secondary Plan. The OPA would:

- / Amend the Tall Landmark Building policy (3.9.5.5) to:
 - Permit a maximum height of 34 storeys for a landmark building at 359 Kent Street, 436 and 444 MacLaren Street.
- / Amend the Centretown Secondary Plan to permit office uses on the first three floors for a development on the subject property, to provide flexibility for office uses on the second and third floors in the future. Currently office is a permitted use only on the first and second floors.

As discussed above, the proposed amendments are appropriate. The proposed height respects the symbolic primacy of the Parliament Buildings and all protected viewplanes. The proposed office uses within the 3-storey podium are appropriate for the subject property's location within Centretown.

6.2 Zoning By-law Amendment

The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property "General Mixed Use Zone, Exception XXXX, Schedule YYY (GM[XXXX] S(YYY))". A new site-specific zoning schedule will establish permitted building heights and required setbacks while the site-specific exception will provide the necessary relief from specific provisions of the current zone as discussed above.

The proposed amendments to the zoning reflect the subject property's front lot line being located along MacLaren Street, despite the orientation of the site to three street frontages, and the existing setbacks of the retained dwellings on MacLaren Street. The reduced setbacks will support the principles of good urban design to permit a development that frames the street edge. Other amendments relate to the height and density of the building, related to the proposed landmark building. Finally, the reduced bike parking aisle width is proposed to ensure an efficient bicycle parking layout. The reduced aisle width will not impact the functionality of the spaces.

7.0 Conclusion

It is our professional planning opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Heritage Permit Applications represent good planning and are in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding intensification, managing growth, and the land use policies for the General Urban Area designation;
- / The proposed development conforms to urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan, respectively;
- / The proposal conforms to the Centretown Secondary Plan, proposing a Tall Landmark Building on the subject property integrated within a large and meaningful public open space that will serve the entire neighbourhood. A site-specific Official Plan Amendment will recognize the full development potential of the subject property;
- / The proposed development is consistent with the built form guidelines for tall buildings of the Centretown CDP and the Urban Design Guidelines for High-rise Buildings; and,
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.



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